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LAND USE ELEMENT
OF THE
GENERAL PLAN

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ADOPTED NOVEMBER 1961

Bakersfield [city council]

Map Segment Amended June 18, 1973

*Land Util. Bakersfield
City planning "*



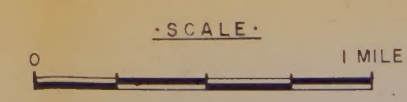
BAKERSFIELD LAND USE PLAN

A PORTION OF THE GENERAL PLAN
FOR THE CITY OF BAKERSFIELD

- GROSS ACREAGE
- LOW DENSITY RESIDENTIAL (2-5 du/ac)
 - MEDIUM DENSITY RESIDENTIAL (6-15 du/ac)
 - HIGH DENSITY RESIDENTIAL (16-45 du/ac)
 - OFFICE
 - COMMERCIAL
 - INDUSTRIAL
 - OPEN SPACE (GOLF COURSES, RIVERS, PARKS, CEMETERYS)
 - PUBLIC BUILDINGS (CIVIC CENTER, SCHOOLS, COLLEGES)

AMENDMENTS TO THE LAND USE ELEMENT OF THE BAKERSFIELD METROPOLITAN AREA GENERAL PLAN

APPROVED BY PLANNING COMMISSION ON THE FOLLOWING DATES	ADOPTED BY CITY COUN- CIL ON THE FOLLOWING DATES
JUNE 6, 1973	JUNE 18, 1973
NOV. 17, 1976	DEC. 20, 1976
DEC. 1, 1976	DEC. 13, 1976



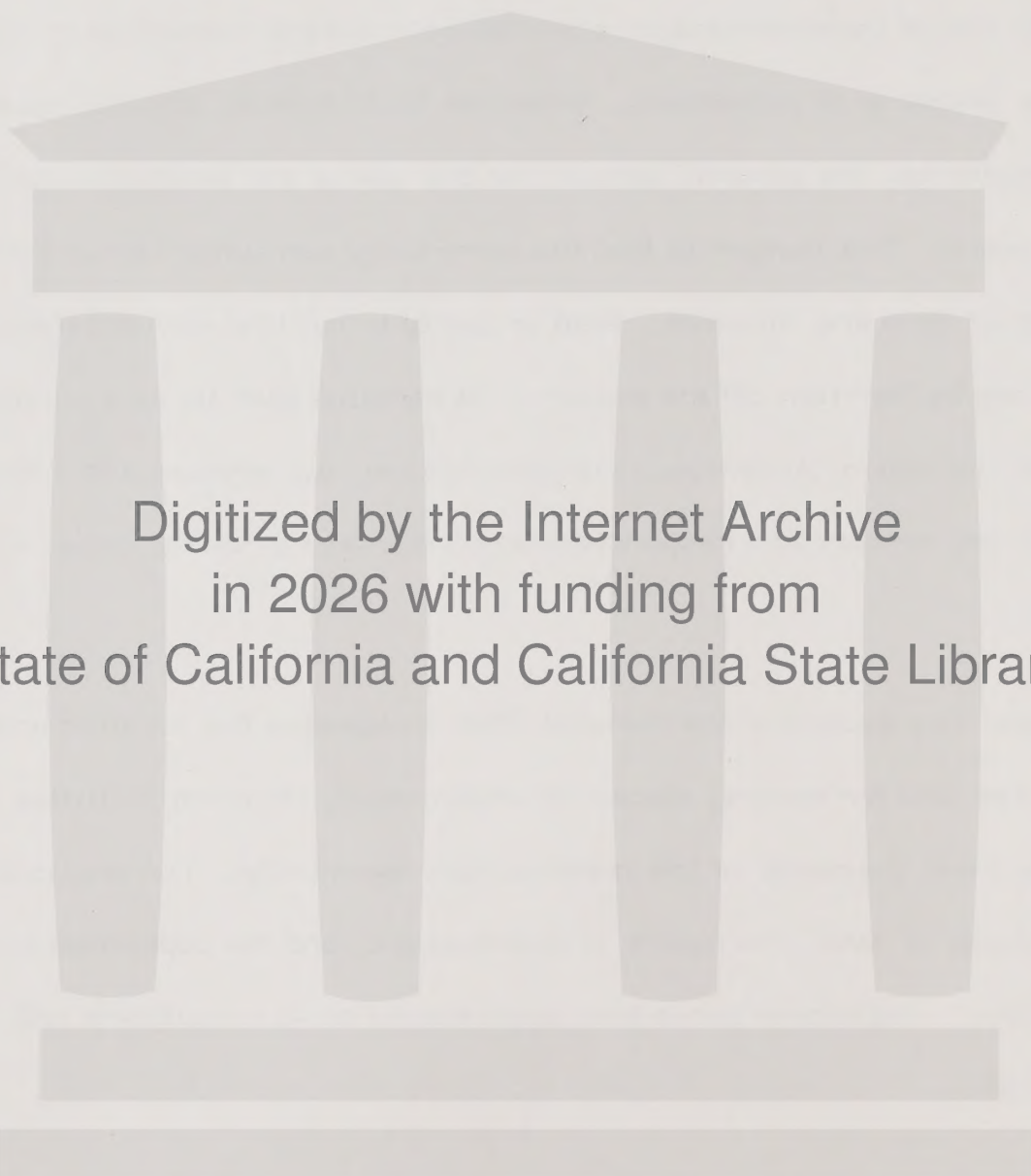
LAND USE

Land is one of the community's most valuable natural resources as well as the private property of individuals. When we build homes, streets, factories and civic buildings, the general pattern for the use of the land becomes fixed for many years. The danger is that the community can suffer untold damage if parcels of land are misused. Real property is not like wornout machinery which can be "written off the books" -- it remains with us as a permanent part of the urban landscape. For this reason, the present and future use of land is the concern and responsibility of individual property owners and the public.

The Land Use section of the General Plan designates the location and approximate amount of land for homes, places of employment, shopping facilities and public uses to meet the needs of the metropolitan community. The analysis of the present use of land, the extent of development, and the population studies, indicates that additional acres now undeveloped or in agriculture will become urbanized.

RESIDENTIAL AREAS

The "neighborhood" is the basic residential planning unit of the Bakersfield General Plan. The elementary school, when developed jointly with a park, provides a large open space and play area readily accessible to everyone in the neighborhood. This school and park center will do as much to establish the



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pattern of desirable residential development as any single factor. Builders recognize the value such a center offers and are quick to capitalize on new school locations by constructing homes in the vicinity.

The neighborhood attitude of residents results from a sharing of the same immediate environment with all its advantages and problems. People will generally feel a close relationship to their neighborhood and identify themselves as living in "La Cresta," "Westchester" or "College Heights," for example.

From the viewpoint of the individual resident and sound urban planning, a good neighborhood should be well-suited for every day family living by providing surroundings which are safe, pleasant, and attractive.

Population density, or the number of people living within a given area, will also have a marked effect on neighborhood pattern. In the metropolitan community, neighborhoods will range from low-density areas, (2 to 5 dwelling units per gross acre), to medium density areas, (6 to 15 dwelling units per gross acre), to high density apartment areas, (15 to 45 dwelling units per gross acre).

A good environment does not depend on density alone, but on how well the land and buildings are planned to accommodate the density. It is proposed that there be a variety of residential densities and dwelling types within each area. The densities indicated on the General Plan represent the average in a particular area, with no intention that it should be totally uniform.

Another important factor in the well-planned neighborhood is the local traffic pattern which should be designed to discourage heavy, fast traffic, yet provide efficient internal circulation. The high volume major thoroughfares for through traffic movement should be located on the periphery of the neighborhood.

The well-designed neighborhood provides for the needs of family living with adequate public schools, parks and shopping areas. While these facilities are a necessary part of a neighborhood, they can have an adverse influence if not properly located. For example, if a poor site is selected for a school, children may be endangered by being compelled to cross a heavily-travelled major thoroughfare, or if a shopping center does not fit the local environment, surrounding residential values will suffer. The planning policies recommended for these facilities are presented later in this report.

In order to determine the amount of land required for residential purposes, one of the key factors has been the anticipated population of about 300,000 in the Bakersfield Metropolitan Area in 1990. Large additional land areas will have to be devoted to new residential developments in the future but older neighborhoods will continued to be desirable living areas, if protected and stabilized.

RESIDENTIAL PLANNING POLICIES

1. Residential living areas should be separate from working areas.
2. The quality of existing residential neighborhoods should be preserved and enhanced.
3. A range of densities and types of housing should be provided to satisfy different housing needs within each neighborhood.
4. Residential areas should be based on a pattern of orderly development to create safe and attractive neighborhoods with conveniently located schools, parks and local shopping facilities.

5. Future residential growth should be maintained in compact neighborhoods where necessary community services can be most economically provided.
6. The construction of streets and highways should be coordinated with the development of neighborhoods to promote efficient and adequate circulation without cutting through the neighborhood.

COMMERCIAL AREAS

The sound development of business districts is vital to the well-being of the metropolitan community. They provide the goods and services needed by residents and frequently also yield the highest tax return per acre of any urban land use. It is essential, therefore, to plan for the development and expansion of commercial areas; to anticipate their needs, and to see that they fit efficiently in the over-all pattern of land use, circulation and community facilities.

The major physical problems confronting a number of existing commercial districts are traceable to the conflicting demands being placed on shopping streets to: (1) park vehicles; (2) carry through traffic; (3) provide local access traffic; and (4) carry pedestrian traffic. No driver of an automobile is a customer until he parks his car and becomes a pedestrian with free access to the shops. Certain design considerations are important to the economic well-being of every business area whether it be the downtown or outlying areas. These include ease of access, sufficient parking space, truckloading facilities, a convenient grouping of stores, and attractive architecture and landscaping.

When business properties are strung along major streets in a "strip", there is usually not sufficient depth to provide the necessary off-street parking. This

results in inconvenience to both shoppers and drivers. The strip commercial pattern hampers vehicular circulation while, at the same time, public funds are being spent to improve the traffic-carrying capacity of these same major streets. The most successful and desirable commercial operations are those located in compact "centers" with adequate parking and pleasant surroundings. The locations of commercial centers on the General Plan map are symbolic only; they are intended to illustrate the principles to be applied in commercial developments.

COMMERCIAL PLANNING POLICIES

1. The demand for a variety of goods and services should be met by the development of different types of commercial districts -- the central business district, neighborhood shopping centers, and regional shopping centers.
2. A commercial development should be related in size, location and character to the area and population it is intended to serve. A definite need should be demonstrated for all proposed shopping facilities.
3. Commercial districts should be separate from residential and industrial districts, while being readily accessible.
4. Adequate off-street parking and loading facilities should be provided in each commercial area.
5. Commercial developments should be clustered in compact areas, rather than stretched along major arterials.

6. Development of a concentrated central business district requires the minimization of through traffic to permit safe pedestrian movement.
7. Proper orientation and design of commercial developments should eliminate congestion and encourage stable land values.

INDUSTRIAL AREAS

Good industrial land is particularly important to the metropolitan community because it is so closely linked with sound economic growth. While the needs of specific plants will vary, land which is potentially usable for industrial purposes should meet certain requirements such as:

- Generally flat, well-drained, and capable of bearing heavy loads.
- Accessible to highway, air and rail facilities.
- Available in parcels large enough for modern, horizontal type plants with parking facilities, loading areas, and buffer space from adjacent residential areas.
- Provided or capable of being provided with all necessary utilities -- water, sewage disposal and power.
- Reasonable in price.

The value of industrial land is usually enhanced by being close to other related industrial activities. On the basis of the above criteria, several major areas

or belts have been proposed for industrial development: the Brundage Lane - 466 Freeway area; the White Lane - Sunset railway area; the Pierce Road - 99 Freeway area and the land west of the airport along the 99 Freeway area. Another major industrial proposal of the General Plan is that the northern portion of the Bakersfield Municipal Sewage Farm adjacent to the 466 Freeway near the Mt. Vernon interchange be used for industrial development at some future time when the need for sites becomes more pressing.

INDUSTRIAL PLANNING POLICIES

1. Industrial development should be encouraged in order to provide expanded employment opportunity in Bakersfield.
2. Industrial plants should be grouped together in specific areas accessible to the major circulation network to encourage industrial potential.
3. Major industrial areas should be separate from residential areas to protect both homes and factories from adverse influences.



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